

(2) **SOLD EVERYWHERE.**

baggage from the Entrance Hall to each of  
five floors above.  
**NIGHT PORTERS and WATCHMEN** are  
usually on duty.

**B. TUCKE**  
Manager.

Hongkong, 2nd April, 1899.

...the ...



## INTIMATIONS.

**BROWN, JONES & CO.**  
AMERICAN AND ITALIAN MARBLE  
CROCKERY, STONE, AND GLASS  
HEADSTONES AND COLUMNS.

Prior to the work of the  
Satisfaction Guaranteed.

**A. S. WATSON & CO., LIMITED.**

WINE AND SPIRITS.

We invite attention to the following brands:

all of which are of excellent quality and good value for the money.

The same being specially selected by our

London House, and brought direct from the

most noted Shippers, are imported in wood and bottled

by ourselves, thus enabling us to supply the best

growth at moderate prices.

In ordering it is only necessary to state the

name and quantity of Wine or Spirit wanted,

and initial letter for quality desired.

**PORTS.** (For details and general view)

Code. Price Per Bar.

A. All Douro, good quality.

B. Superior Old Port, 12 1.00

C. Fine Old Port, 12 1.00

D. Very Fine Old Port, 12 1.00

E. Superior Old Port, 12 1.00

F. Superior Old Port, 12 1.00

G. Superior Old Port, 12 1.00

H. Superior Old Port, 12 1.00

I. Superior Old Port, 12 1.00

J. Superior Old Port, 12 1.00

K. Superior Old Port, 12 1.00

L. Superior Old Port, 12 1.00

M. Superior Old Port, 12 1.00

N. Superior Old Port, 12 1.00

O. Superior Old Port, 12 1.00

P. Superior Old Port, 12 1.00

Q. Superior Old Port, 12 1.00

R. Superior Old Port, 12 1.00

S. Superior Old Port, 12 1.00

T. Superior Old Port, 12 1.00

U. Superior Old Port, 12 1.00

V. Superior Old Port, 12 1.00

W. Superior Old Port, 12 1.00

X. Superior Old Port, 12 1.00

Y. Superior Old Port, 12 1.00

Z. Superior Old Port, 12 1.00

AA. Superior Old Port, 12 1.00

AB. Superior Old Port, 12 1.00

AC. Superior Old Port, 12 1.00

AD. Superior Old Port, 12 1.00

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AH. Superior Old Port, 12 1.00

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AL. Superior Old Port, 12 1.00

AM. Superior Old Port, 12 1.00

AN. Superior Old Port, 12 1.00

AO. Superior Old Port, 12 1.00

AP. Superior Old Port, 12 1.00

AQ. Superior Old Port, 12 1.00

AR. Superior Old Port, 12 1.00

AS. Superior Old Port, 12 1.00

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AX. Superior Old Port, 12 1.00

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BD. Superior Old Port, 12 1.00

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BG. Superior Old Port, 12 1.00

BH. Superior Old Port, 12 1.00

BI. Superior Old Port, 12 1.00

BJ. Superior Old Port, 12 1.00

BK. Superior Old Port, 12 1.00

BL. Superior Old Port, 12 1.00

BM. Superior Old Port, 12 1.00

BN. Superior Old Port, 12 1.00

BO. Superior Old Port, 12 1.00

BP. Superior Old Port, 12 1.00

BQ. Superior Old Port, 12 1.00

BR. Superior Old Port, 12 1.00

BS. Superior Old Port, 12 1.00

BT. Superior Old Port, 12 1.00

BU. Superior Old Port, 12 1.00

BV. Superior Old Port, 12 1.00

BW. Superior Old Port, 12 1.00

BX. Superior Old Port, 12 1.00

## REVIEWS.

**THE HONGKONG DAILY PRESS, FRIDAY, JULY 8th, 1892.**

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the vessels by threats that, if they were

"interfered with, the ship would be set

on fire, as the *Shanghai* was in 1890; rob-

bered their fellow passengers as they pleased.

And there can be but little doubt but that

"facilitated the rapid movement from place

to place of the instigators of aid and

leaders in the various outbreaks that

"took place at different points in this Yang-

tze valley during the year, and also en-

abled these ruffians to make their escape

from the authorities. Eventually these

"later would appear to have realised this

"for after the occurrence of the Maon

"affair at Chikiang, they were roused into

"making some little show at the different

"ports of searching for bad characters

"amongst the Chinese passengers arriv-

"ing and leaving by the steamers

"sufficient at any rate, to alarm

"the baggage thieves, whose efficiency

"during the period covered by the anti-

"foreign disturbances had risen to an

"outstanding pitch, for at the end of the

"year these gentry were not nearly so re-

"gently heard of. Of course any regu-

"lations to control the passenger traffic to be

"of any practical value would have to be

"made equally applicable to all vessels,

"irrespective of flag, as otherwise they

"would only act as a heavy handicap on

"those ships that had to conform to them,

"in favour of those who had not; and to

"secure this end, the framing of the regu-

"lations would have to be a matter of agree-

"ment between the







